THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH SHARMA): (a) Extension in delivery period with imposition of liquidaetd damages has been granted up to 15-4-93 in respect of each of the three orders referred t o in part (a) of Unstarred Question No. 1370 dated 22.7.92.

(b) The rates authorised to P.J. Pipes against these three orders are still economical compared to the rates received against tenders finanlised in November, 1992 for similar pipes.

(c) Does not arise.

(d) Advances outstanding against 3 orders for which extension was granted is Rs. 70,34,613 and interest of Rs. 14,60,369 as on 28.2.1993.

(e) Advances with interest are recovered from the invoices against supplies made from time to time. For these advances bank guarantees are also available which can be invoked in case further supplies are not made.

Extension of service of officials in ONGC and GAIL

4263. PROF. SAURIN BHATTACHARYA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Government's attention has been drawn to the news-item published in the 'Statesman', Delhi dated the 11th March, 1993 under the caption "For services rendered..;'

(b) if so, Government's reaction thereto;

(c) whether extension of service of officials has been granted;

(d) if so, the names of such officials in ONGC and GAIL; and

(e) what are the details of demi-officials letters as mentioned in the said newsitem/write-up of the Statesman dated the 11th March, 1993?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH SHARMA): (a) Yes, Sir.

(b) to (d) Extension of service has not been granted to any official of ONGC/GAIL.

(e) The d.o. letter of 23.12.1989 had advised ONGC/GAIL/OIL not to give any further business to the consortium of firms that functioned in the name of M/s. Sumitomo Corporation.

Conversion of ONGC into Public Limited Company

4264. SHRI RAMNARAYAN GOSWAMI:

SHRI SUKOMAL SEN:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the move to convert the ONGC into a public limited company would help the unit to achieve its crude production targets which may fall drastically this year necessitating import of crude by spending hard cash; and

(b) if so, the details of the plan?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH SHARMA): (a) and (b) The decision to convert ONGC into a public limited company would enable ONGC to function more efficiently and give it flexibility to raise resources. This should eventually enable it to perform better to meet its production targets.

Transportation of goods in South-Eastern railways

4265. SHRI DILIP SINGH JUDEV: Will the Minister of RAILWAYS be pleased to state:

(a) what are the details of targets fixed for passenger and goods transportation in S. E. Railways during

the year 1990-91 nad 1991-92 division-wise together with the details of income target and actual receipts separately;

(b) what are the details of facilities being demanded by the people of Bilaspur division of Railways and whether they are under consideration of the Government;

(c) what are the new trains being demanded for introduction from Raigarh and Korba stations under Bilaspur Divison together with the details of the trains in respect of which demand is being made; and

(d) what are the reasons for not fulfilling their said demands so far and what efforts are being made to fulfil these demands?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) The target fixed for loading of revenue earning goods traffic on South Eastern Railway during 1990-91 and 1991-92 are as under:-

(In million tonnes)

1990-91	.. ..	109.00
1991-92	.. ..	112.00

The division-wise targets are not fixed. The income targets and actual recepts in respect of South Eastern Railway for passenger and goods traffic are given as under:—

(Rs. in crores)

	Income target	Actual receipts
Passenger		
1990-91 . .	207.00	207.87
1991-92 . .	23300	242.49
Goods		
1990-91 . .	1870.00	1886.61
1991-92 . .	2100.00	2198.46

(b) and (c) Some of the facilities demanded on Biaspur Division are:

(i) Declaring Bilaspur Division as a Railway Zone;

(ii) Conversion of Raipur-Dhamtari Narrow Gauge line to Broad Gauge.

(iii) Construdtion of Dalli-Rajhara-Bailadilla Railway line.

(iv) Construction of a new Broad Gauge line from Bisrampur to Ambikapur.

(v) Construction of third line from Jharsuguda to Durg.

(vi) Terminal facilities at Korba.

(vii) Construction of a new Broad Gauge line from Bilaspur to Jabalpur via Mungeli and Mandala.

(viii) Introduction of a train from Korba to Nagpur.

(ix) Introduction of a train fr m Korba to Durg.

(x) Introduction of a train from Korba to Visakhapatnam.

(xi) Extension of Amditsar-Bilaspur Chhattisgarh Express upto Raigarh/Korba.

(xii) Extension of Cochin-Bilaspur Express upto Korba.

(xiii) Extension of Bhopal-Bilaspur Mahanadi Express upto Korba.

(xiv) Extension of Indore-Bilaspur Narmada Express-cum Passenget upto Korba.

(xv) Extension of Bhopal-Bilaspu rExpress-cum-Passenger up to Korba.

(xvi) Extension of Chirimiri-Bilaspur Passenger upto Korbma.

(xvii) Demand for additional quotas at stations.

(d) Work on construction of third line from Bilaspur to Akaltara (27 Km.) on Jharsuguda-Durg line is in progress. At present Korba does not have terminal facilities and it is therefore, not possible to originate and terminate trains from Korba. The proposals for construction of new lines introduction of new trains, extension etc. are examined and provided subject to financial justifications and availability of funds. Many of these demands are financially not viable. The review and provision of facilities is a continuous process and subject to availability of funds and justifications, they are planned, and provided whenever justified and feasible. The reservation quotas allotted to stations are reviewed from time to time and adjustments made where justified and possible.

Land under ownership of Railways in the country

4266. SHRI KRISHAN LAL SHARMA: Will the Minister of RAILWAYS be peased to state:

(a) the total area of land under the ownership of Railways in the country at present, together with the break-up location-wise.

(b) the area of land which has been encroached upon by private parties/ organisations in different parts of the country at present with the details of area encroached upon by them.

(c) whether Government have taken any steps to retrieve the land, if so. the results achived; and

(d) whether Government have taken any decision to use commercially the land owned by Railways. if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) and (b) The total area of land owned by Railways is about 4,19 lakh hectare, out of wnich about 1,772 hectare as under encroachment. Break-up of the area is as under:

Zone	Area of lard owned (in hectare)	Area under encroachmen t(in-hectare)
Central	45,044	79
Eastern	41,269	85
Northern;	55,819	646
North Eastern	41,443	221
Northeast Frontier	29,573	191
Southern	29,646	146
South Central	33,529	29
South Eastern	97,290	250
Western	45,835	125